

Trent Hall Road
SM-908
St. Mary's County
Mechanicsville vicinity
17th century
Public

Located in the northwestern section of St. Mary's County, Trent Hall Road extends 1.8 miles between State Route 6 (New Market-Turner Road) and the Patuxent River. The asphalt-paved, two-lane road traverses the Trent Hall peninsula and passes from hilly upland terrain at Route 6 down to level land at or near sea level. The 16- to 20-foot-wide roadway is characterized by undivided lanes and generally straight alignments with occasional directional changes. The road is set amongst historic farmland that remains largely intact. Two documented historic properties are visible from the roadway, along with numerous other historic farmsteads and agricultural buildings. Because of the low elevation, only a few vistas of the Patuxent River and Washington Creek are visible from the road.

As a 17th-century route leading inland from Major Thomas Truman's Trent Neck plantation, Trent Hall Road reflects early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the 17th century through the early 20th century, Trent Hall Road was significant as a route that local farmers used to reach the wharf and later the steamboat landing at Trent Hall Point. Throughout this period, wharves played an integral role in the commercial and maritime development of the county. In the 17th and 18th centuries, the boat landing at Trent Hall Point served as an important local shipping point. After the mid-19th century, it served as the main access road to the steamboat landing at Trent Hall Point. Finally, Trent Hall Road illustrates 19th-century road-building trends in the county. With the advent of steamboat service to the county in the 1830s, roads leading inland to steamboat wharves, such as Trent Hall Road, were improved to accommodate the increase in commercial traffic and travelers.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-908

1. Name of Property (indicate preferred name)

historic Trent Hall Road (preferred)

other County Route 30059

2. Location

street and number Election District no. 5, Road runs northeast from Route 6 to the Patuxent River ☐ not for publication

city, town Mechanicsville ☒ vicinity

county St. Mary's County

3. Owner of Property (give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200 ext.1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map N/A tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<input type="checkbox"/> structures
		<input type="checkbox"/> education	<input type="checkbox"/> objects
		<input checked="" type="checkbox"/> transportation	<input type="checkbox"/> Total
		<input type="checkbox"/> funerary	
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	

Number of Contributing Resources previously listed in the Inventory
0

7. Description

Inventory No. SM-908

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary Description

Located in the northwestern section of St. Mary's County, Trent Hall Road extends 1.8 miles between State Route 6 (New Market-Turner Road) and the Patuxent River. The asphalt-paved, two-lane road traverses the Trent Hall peninsula and passes from hilly upland terrain at Route 6 down to level land at or near sea level. The 16- to 20-foot-wide roadway is characterized by undivided lanes and generally straight alignments with occasional directional changes. The road is set amongst historic farmland that remains largely intact. Two documented historic properties are visible from the roadway, along with numerous other historic farmsteads and agricultural buildings. Because of the low elevation, only a few vistas of the Patuxent River and Washington Creek are visible from the road.

Location

Trent Hall Road is located in the northwestern section of St. Mary's County in the 5th election district. The road extends approximately 1.8 miles northeast from its start at State Route 6 (New Market-Turner Road) to its terminus at Trent Hall Point on the Patuxent River. The road traverses the length of a wide peninsula that extends into the Patuxent River and is bounded on the north by Trent Hall Creek and on the south by Washington Creek. Trent Hall Road begins in the hilly upland area at its intersection with Route 6 and descends onto the lowland and flood plain of the peninsula. The last three-tenths of a mile between the head of Washington Creek and Trent Hall Point is a gravel-surfaced private road that accesses a residence and farm buildings.

Detailed Description

The Roadway

Trent Hall Road is an asphalt-paved local route that varies from 16 to 20 feet in width. The travelway contains two, undivided lanes – one in each direction. No painted traffic lines appear on the roadway. The roadway is paved in asphalt and is in generally good condition throughout its length. The road's horizontal alignment incorporates gentle curves, several straightaways, and one notable sharp curve at mile 1.1. Its vertical alignment consists of a small descent from Route 6 (elevation: 104 feet) to the lowland where it levels off (elevation at terminus = 3 feet; at mid-point = 21 feet). At the sharp curve, the road banks slightly. Near Route 6 the roadway is depressed with steep road cuts extending as slopes on either side. The majority of the route is at grade or slightly elevated above the surrounding land. The latter is especially true near the road's terminus where it is flanked by marshland; here it has been elevated atop a raised berm. The roadway includes a low pitched crown and no formal shoulders.

At approximately mile 0.4 from the start point, the roadway crosses a minor waterway that runs east and empties into Washington Creek. This unnamed stream runs in deep channel along the northwest side of the road shortly before crossing under the road through a metal pipe culvert. At least two other culverts pass beneath the road's asphalt surface; one near mile 0.8 and the other at mile 1.3, which consists of double concrete pipes at the head of Washington Creek.

The Right-of-Way

Informal grassy and gravel shoulders appear on one or both sides within the Trent Hall Road right-of-way, while shallow swales provide basic drainage for the road and adjacent land. Several traffic signs including speed limit and warning signs appear within the right-of-way. These consist of standard reflective metal signs mounted to square wood posts. Private property owners have posted a variety of identification signs that include names and addresses of the properties. These are typically painted wooden signs in a variety of shapes and sizes. Also, several land and environmental preservation programs have posted signs where land has been protected through their easement programs.

Electric and telephone utility lines are strung on poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the west side and then along the south and east sides of the road. There are no utility poles lining the roadway from approximately mile 0.5 to approximately mile 1.1.

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At the end of the public portion of Trent Hall Road, around mile 1.5, a wide gravel area to the south of the roadway allows vehicles to turn around before entering private property. This turn-around area provides 180 degree scenic views to the north, east, and south toward Trent Hall Creek, the Patuxent River, and Washington Creek.

The Setting

Trent Hall Road traverses a rural area of northeastern St. Mary's County. The road extends through a landscape dominated by agricultural and residential land uses, including farming and grazing. The first half-mile of the road from its start point at Route 6 passes through a hilly wooded area. Several residences were built during the last quarter of the 20th century and are accessed by paved and unpaved driveways. These residences are only marginally visible from the roadway and do not detract from the historic setting. Beyond the wooded area, the setting opens up to encompass cultivated fields and distant single dwellings and farm complexes that range in date from the mid-19th through the mid-20th century. The farm complexes that are visible from the road typically consist of clusters of structures that include tobacco barns, residences, animal barns, and some modern agricultural buildings such as silos. Shallow tree lines that commonly include both cedars and deciduous trees divide the tilled fields on either side of the road. Modern wire fences supported with both metal and wood posts enclose the pasture land. Near the terminus of the road, the roadway runs adjacent to the head of Washington Creek and passes through marshland with marsh grasses and scrub brush.

The road responds to natural features by winding through the hilly upland section at its beginning and then straightening out and roughly following the approximate central spine of the peninsula through the lowland sections. The road is the main transportation artery on Trent Hall Neck. Other unnamed private roads extend from it in all directions to provide access to creek-front and inland farms.

Two properties previously recorded and included on the Maryland Inventory of Historic Properties (MIHP) exist along Trent Hall Road. The first is Cellar Hill (MIHP# SM-95) at 40230 New Market-Turner Road. Cellar Hill is located southeast of Trent Hall Road between it and New Market Turner Road. Sited atop a prominent knob at the junction between the upland and lowland, the house faces east overlooking Washington Creek and the Patuxent River beyond. Lawrence and Louise Parlett erected the substantial Neoclassical style house in 1940.

The second MIHP site is Trent Hall (MIHP# SM-91). Listed on the inventory as an archaeological site, the property now contains a substantially rebuilt house, a number of modern agricultural buildings, and a 17th-century private cemetery that contains the grave of Major Thomas Truman (1628-1684), who was granted the property in 1658 and served on the colonial Maryland Council.

8. Significance

Inventory No. SM-908

Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input checked="" type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input checked="" type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 17th through 20th centuries **Architect/Builder** unknown

Construction dates 17th century with 19th & 20th century improvements

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Summary Statement of Significance

As a 17th-century route leading inland from Major Thomas Truman's Trent Neck plantation, Trent Hall Road reflects early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the 17th century through the early 20th century, Trent Hall Road was significant as a route that local farmers used to reach the wharf and later the steamboat landing at Trent Hall Point. Throughout this period, wharves played an integral role in the commercial and maritime development of the county. In the 17th and 18th centuries, the boat landing at Trent Hall Point served as an important local shipping point. After the mid-19th century, it served as the main access road to the steamboat landing at Trent Hall Point. Finally, Trent Hall Road illustrates 19th-century road-building trends in the county. With the advent of steamboat service to the county in the 1830s, roads leading inland to steamboat wharves, such as Trent Hall Road, were improved to accommodate the increase in commercial traffic and travelers.

Historical Narrative

Trent Hall Road likely originated as a route connecting the Trent Neck plantation located at what was historically known as White Point (now Trent Hall Point) to inland tracts and to the Patuxent Path (modern day Route 235). In 1658, Major Thomas Truman received a grant of land that encompassed Trent Neck. The presence of a 17th-century cemetery at Trent Hall Point indicates that the property has been occupied since that time.

The 1885 Martenet Map of Maryland is the earliest map that depicts Trent Hall Road, but it is described in the 1802 county road book as part of the second road division of Upper Resurrection Hundred (one of the political divisions of the county).¹ The book describes it as "...the road making out of that by Hezekiah Burrough's as far as Leonard Lyons, thence to Thomas Greenfield's landing." "Thomas Greenfield's landing" probably refers to what is today known as Trent Hall Point on the Patuxent River. Greenfield was a descendant of Major Thomas Truman, the original owner of Trent Hall Neck. Truman (also spelled Trueman) died in 1685 and was buried on his Trent Neck property which he left to his nephew Thomas Truman Greenfield. In 1716, Greenfield had the several tracts consolidated into a single 2,354-acre holding named Trent Neck.

The boat landing at Trent Hall Point would have been a significant destination in early St. Mary's County. In the 17th and 18th centuries, private wharves served as major transportation hubs since water was the primary means of moving goods and people. The county's geography was conducive to water-based transportation, and the economy depended on the overseas export of tobacco. Although the rivers and creeks of St. Mary's County were the easiest, quickest, and most efficient form of transportation, European

¹ St. Mary's County Road Book, 1802, Upper Resurrection Manor, Entry 15.

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settlers slowly developed road networks, often utilizing existing Native American trails. Most early settlers lived near the waterways, and roads such as Trent Hall Road provided links to government centers, churches, and other residents.

Travel by road was more efficient than travel by water only when traveling between upriver, inland places. As a result, the Patuxent Path (or Three Notch Road, now Route 235), a major overland artery in colonial Saint Mary's County, lay near the headwaters of the tributaries of the Patuxent, and thus avoided crossing major bodies of water. Trent Hall Road was one of several early routes that connected the Patuxent Path to the Patuxent River.

Trent Hall Road may have originated as a lane connecting the inland portions of Trent Neck to the waterfront dwelling and boat landing of Major Thomas Truman. As the inland road network expanded in the early 19th century, the informal plantation lane would have been formalized and extended. The 1802 road book suggests that by that time, Trent Hall Road was part of a larger network of routes that connected waterfront properties to churches and mills, and to major inland transportation routes including the Three Notch Road. By 1865, today's Route 6 (New Market Turner Road) appears on maps; it circled north from the Three Notch Road (Route 235) and connected to a road that ran east from Charlotte Hall to Long Point (today the site of Golden Beach) on the Patuxent River. Route 6 provided the residents of Trent Neck and the other waterfront properties in the area to the Three Notch Road and access to the village of Charlotte Hall via the road to Long Point.

Between 1790 and 1840, the internal economy in St. Mary's County expanded, creating a greater demand for overland travel routes. Throughout the first half of the 19th century, the economy of St. Mary's County remained dependent upon the export of its agricultural products, though it increasingly shipped to Baltimore rather than directly to overseas markets.² Since farmers in St. Mary's County continued to depend on waterways for both importing manufactured goods and exporting staple crops, Trent Hall Road and other roads to wharves remained prominent components of the local road network. For instance, in the late 1830s, two roads to wharves in the county were designated public roads by the state legislature.³

During the early- to mid-19th century, the expansion of steamboat traffic along the Patuxent and Potomac Rivers curtailed the development and improvement of road networks leading out of the county, but fueled the improvement of local roads that provided inland access to steamboat wharves. In 1821, Captain George Weems began running an occasional steamboat service between Baltimore and several Patuxent River landings; however, a regular route was not established until 1835. Trent Hall was among the early landings visited by the Weems line; typically the steamboat companies rented wharf and sometimes warehouse space from the owners of existing boat landings. By 1861, Weems operated three steamboats making four trips a week to the Patuxent River and during the Civil War, the river remained the only regular route for the Weems company.⁴ By 1865, maps of the county show several steamboat landings on the Patuxent River and a growing number of roads leading east from the Three Notch Road to the river, presumably roads leading to boat landings.

By 1876, steamboats began delivering mail to landings and wharves along the Patuxent and Potomac Rivers. That year, Trent Hall became a mail stop for the Patuxent River steamers. However, the post office was short-lived; it was discontinued in 1877.⁵ In 1885, Trent Hall Wharf appears on maps as an established wharf accessed by Trent Hall Road, which by then was a public road that led north and east from what is today Route 6. Steamboats continued to serve Patuxent River wharves and landings until 1925.

² Elizabeth Hughes, *St. Mary's County Historic Sites Survey: Chaptico and Mechanicsville Districts* (St. Mary's County Department of Planning and Zoning, May 1994) – Appendix I, 13.

³ Regina Combs Hammett, *History of St. Mary's County, Maryland, 1634-1990* (Ridge, Md.: Published by the author, 1991), 283.

⁴ David C. Holly, *Tidewater by Steamboat: A Saga of the Chesapeake* (Baltimore: The Johns Hopkins University Press, 1991), 26-33, 42-43; Robert H. Burgess and H. Graham Wood, *Steamboats Out of Baltimore* (Cambridge, MD: Tidewater Publishers, 1968), 20-23.

⁵ Hammett, 153 and 162.

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In 1881, the railroad came to Mechanicsville and Charlotte Hall, but it did not seriously challenge the steamboats' dominance of transportation out of St. Mary's County. However, the presence of the railroad did contribute to the continued development of internal road networks in the county. Between 1865 and 1885, the network of inland routes east of Charlotte Hall and Mechanicsville became more complex, suggesting that some goods may have been diverted from Trent Hall Wharf to the railroad.

Trent Hall Road retains most of its alignment from at least the turn of the 20th century. In 1901, the road was a primary route leading from the New Market Turner Road (Route 6) to the wharf at White Point on the Patuxent River. The last segment of the road is now private. The 1901 map depicts only four farms along the road and a small collection of buildings clustered near the head of Washington Creek. Between 1929 and 1939, the wharf at Trent Hall disappears from maps, reflecting the demise of the steamboat trade in St. Mary's County. The 1939 general highway map of the county indicates that Trent Hall Road was "metal surfaced."⁶ "Metal" is an ancient term for a broken-stone surface used for road building or as a base for laying railroad track. A 1959 history of road building in Maryland explains that early metal roads varied greatly in the surface materials; sometimes broken stone or gravel was used, but other materials including shell and a sand clay mixture were also common depending on available resources. To cut down on dust, road builders also sometimes oiled metal road surfaces with bitumens or pitches.⁷ It is not known when the current asphalt-paved surface of Trent Hall Road was laid.

By 1959, Trent Hall Road was designated a surfaced secondary road and additional settlement had occurred along it. A new road extended west of the main route and connected back up with Trent Hall Road at the sharp curve near the head of Washington Creek. Between 1929 and 1939, a cluster of several tobacco barns were erected along this new road, some of which remain today. In 1976, four farms occupied the Trent Neck peninsula along with five or six non-farm dwellings.

⁶ Maryland State Roads Commission, *General Highway Map, St. Mary's County Maryland*, 1937; revised 1939 (Available at Maryland Room, University of Maryland-College Park).

⁷ State Roads Commission of Maryland, *A History of Road Building In Maryland* (State Roads Commission, 1959), pp. 52-53.

9. Major Bibliographical References

Inventory No. SM-908

See continuation sheets.

10. Geographical Data

Acreage of surveyed property approximately 4 acres
Acreage of historical setting approximately 400 acres
Quadrangle name Mechanicsville

Quadrangle scale: 1:24,000 (7.5 minute)

Verbal boundary description and justification

The surveyed area encompasses the roadway and right-of-way, which were documented in depth. The road's setting or viewshed was not intensively surveyed; individual architectural properties and landscape features that are visible from the road were noted and characterized only as part of the larger road setting. The acreage of the surveyed area is based on the road's length and approximate width. The acreage of the historic setting encompasses the viewshed from the road and is an estimate based on the surveyor's approximation of the distance visible from the road. It was calculated using MERLIN, the state of Maryland's online GIS-based mapping system, which includes an area measurement tool. Since historic setting is integral to understanding the character of the road, the entire viewshed was included in the acreage of the historic setting.

11. Form Prepared by

name/title	Kathryn Gettings Smith, Director of Architectural History and Preservation		
organization	History Matters, LLC	date	June 30, 2006
street & number	1502 21 st Street, NW, 2 nd Floor	telephone	202-223-8845
city or town	Washington	state	DC

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to:

Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

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9. Major Bibliographic References

Carr, Lois Green, Russell R. Menard, and Lorena S. Walsh. *Robert Cole's World: Agriculture and Society in Early Maryland*. Chapel Hill: The University of North Carolina Press, 1991.

County Road Book, 1802-1853. Available at the St. Mary's County Courthouse.

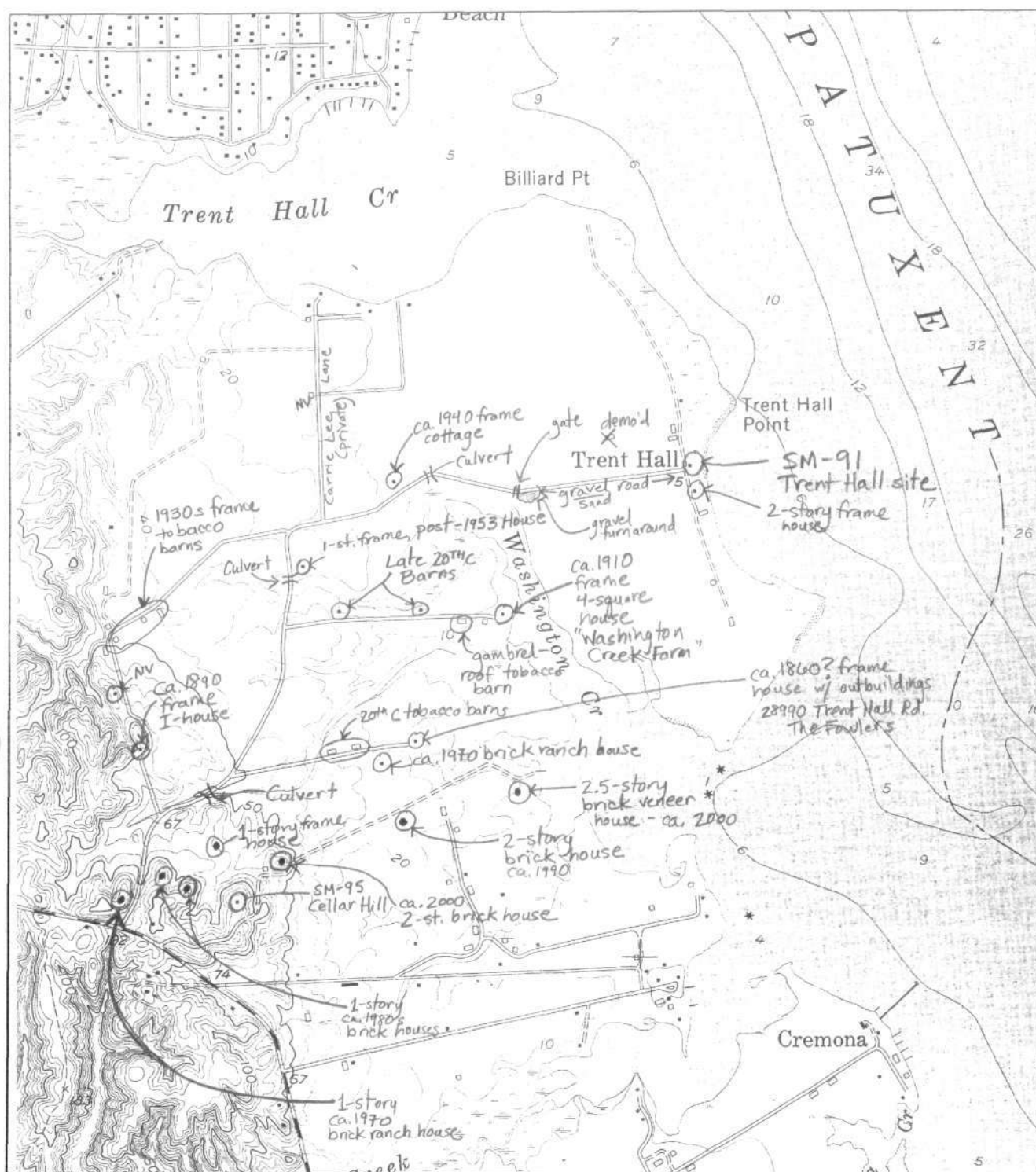
Hammett, Regina Combs. *History of St. Mary's County, Maryland, 1634-1990*. Ridge, MD: n.p., 1991.

Le Viness, Charles T. *A History of Road Building in Maryland*. Baltimore: Maryland State Roads Commission, 1958.

Marks, Bayly Ellen. "Rural Response to Urban Penetration: Baltimore and St. Mary's County, Maryland, 1790-1840." *Journal of Historical Geography* 8:2 (1982): 113-127.

Maryland Inventory of Historic Places Forms, SM-91 (Trent Hall, site), SM-95 (Cellar Hill). Available at the Maryland Historical Trust.

Ranzetta, Kirk. *Historic Resources of St. Mary's County, Maryland, 1600-1950*. National Register of Historic Place Multiple Property Documentation Form, 2000.



SM-908 Trent Hall Road
 Mechanicsville vic.
 St. Mary's County, MD
 Resource Sketch Map
 Not to scale



Source: USGS "Mechanicsville"
 Quadrangle Map
 1953 (photorevised 1974)



SM-908 Trent Hall Road
Mechanicsville vic.
St. Mary's County, MD
Location Map
1:24, 000



Source: USGS "Mechanicsville"
Quadrangle Map
1953 (photorevised 1974)



SM-908

Trent Hall Road

Mechanicsville vic.

St. Mary's County,
MD

2003 Aerial
Orthophotos

Source: St. Mary's County
GIS Department, Zoning Map
Viewer, 2006.



SM-908

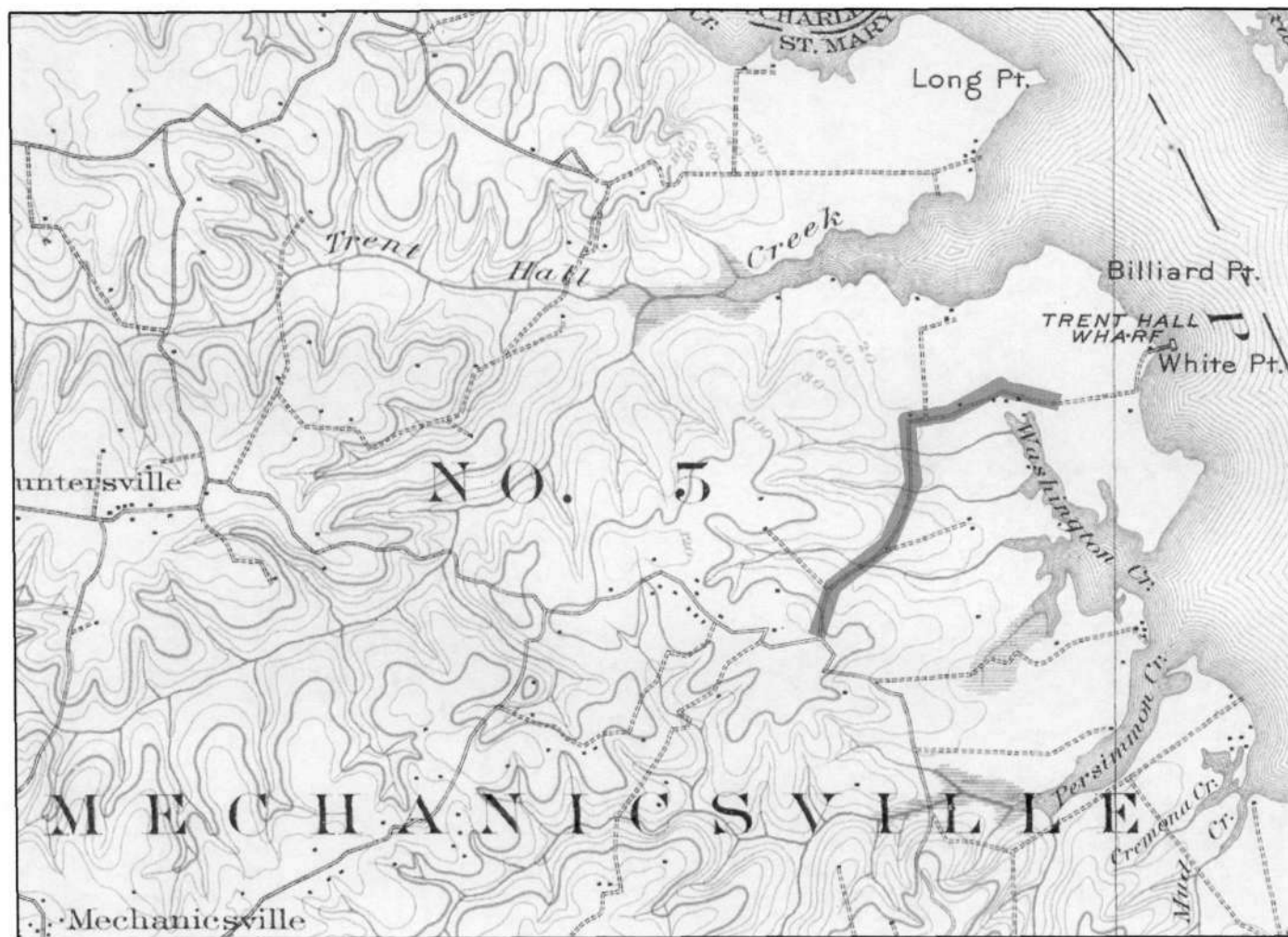
Trent Hall Road

Mechanicsville vic.

St. Mary's County,
MD

Historic Map

Section of Simon J. Martenet's
1885 Map of Maryland and
District of Columbia Including a
Sketch of Delaware and Parts
of Pennsylvania, Virginia and
West Virginia. The location of
Trent Hall Road is highlighted.



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Trent Hall Road

Mechanicsville vic.

**St. Mary's County,
MD**

Historic Map

Section of United States
Geological Survey,
Leonardtown, MD
Quadrangle (15 Minute
Series), 1901. Maptech
Historical Topographical
Maps. The location of Trent
Hall Road is highlighted.



SM-908

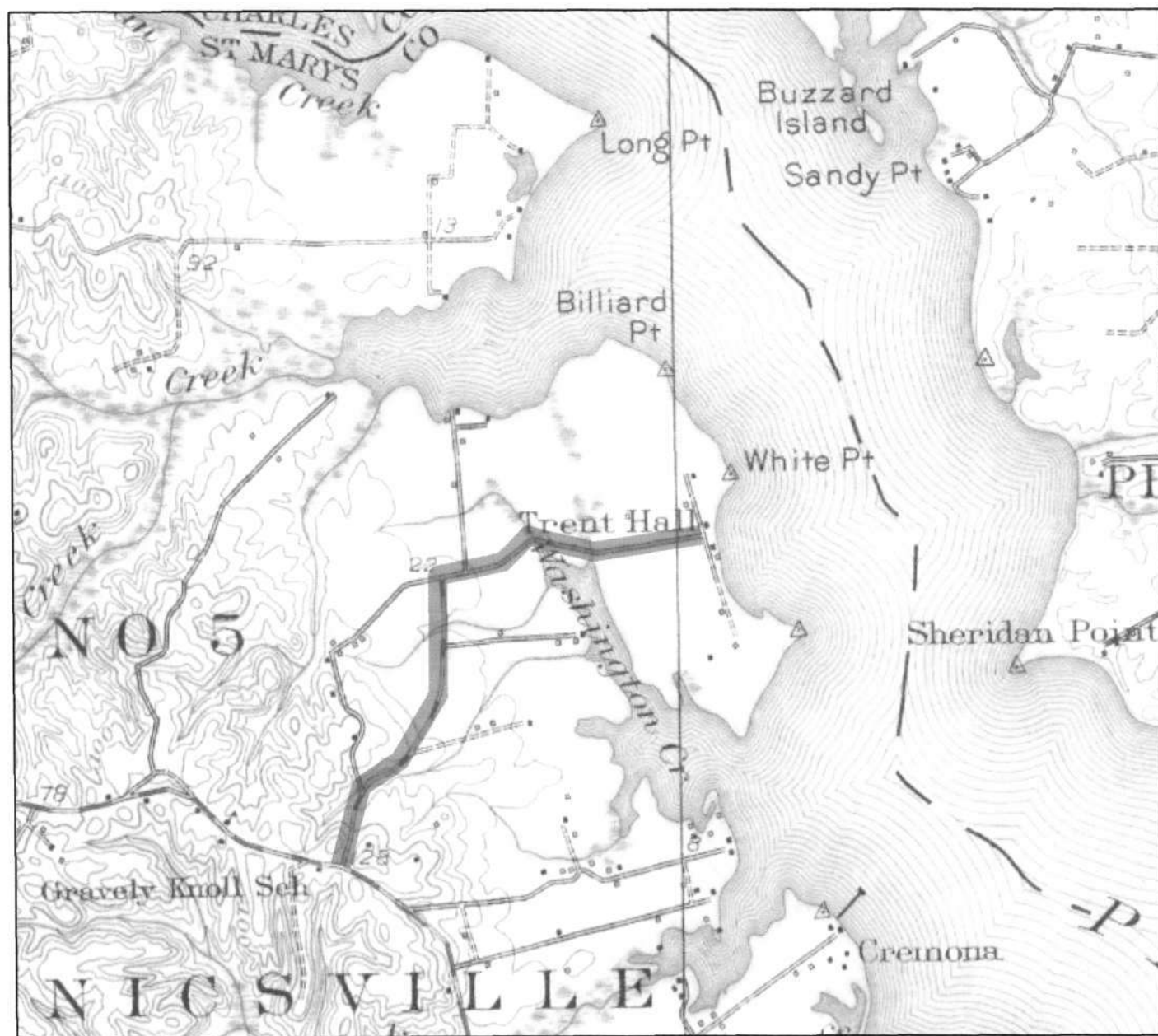
Trent Hall Road

Mechanicsville vic.

St. Mary's County,
MD

Historic Map

Section of Maryland
Geological Survey, *Map of St.
Mary's County Showing the
Topography and Election
Districts*, 1929. The location
of Trent Hall Road is
highlighted.



SM-908

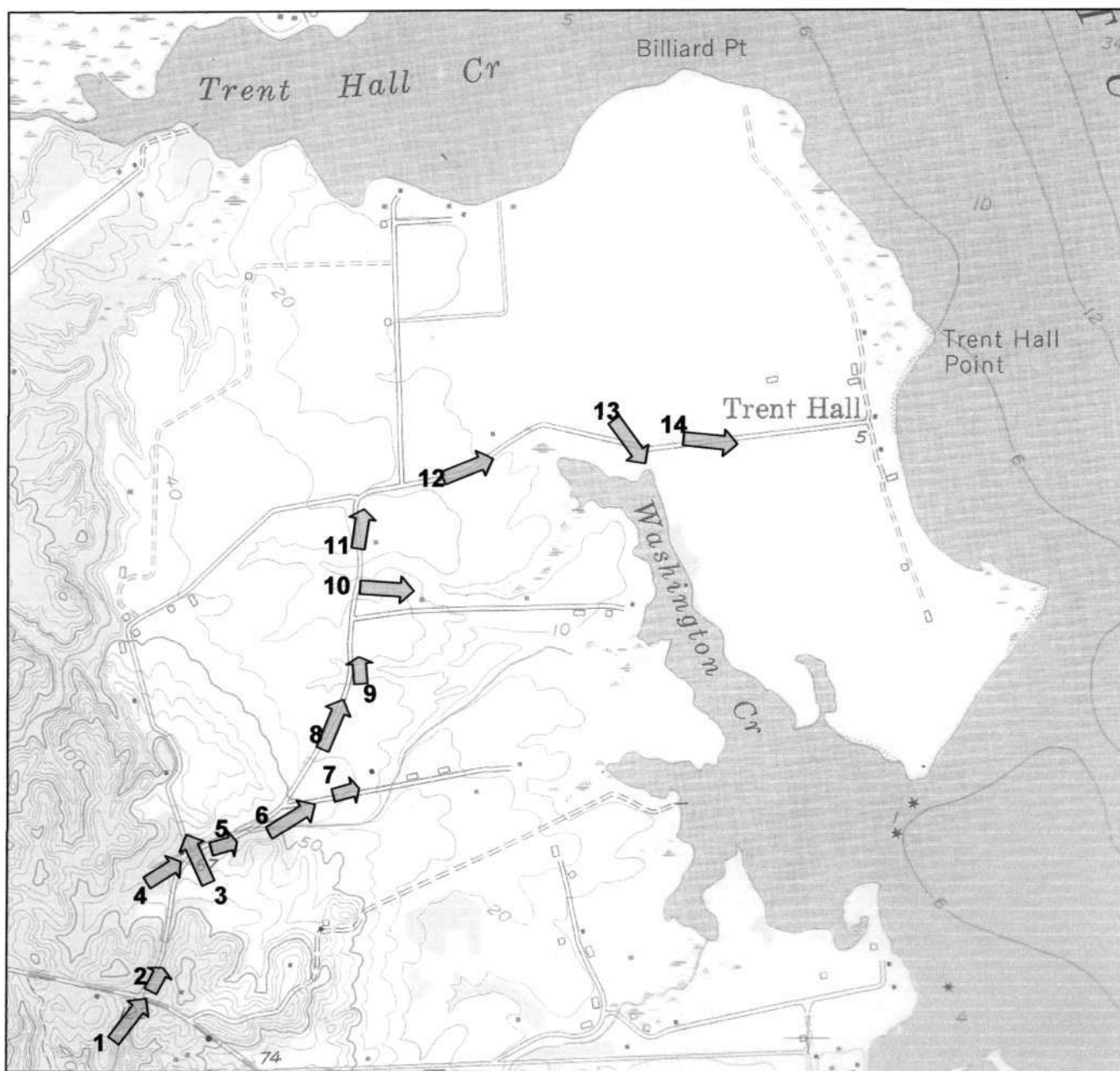
Trent Hall Road

Mechanicsville vic.

**St. Mary's County,
MD**

Historic Map

Section of United States
Geological Survey,
Leonardtown, MD
Quadrangle (15 Minute
Series), 1939. Maptech
Historical Topographical
Maps. The location of Trent
Hall Road is highlighted.



SM-908 Trent Hall Road
 Mechanicsville vic.
 St. Mary's County, MD
 Photo Location Key
 Not to scale



Source: USGS "Mechanicsville"
 Quadrangle Map
 1953 (photorevised 1974)



Intersection with Route 6, looking south (SM-908_20060404_01)
1 of 14



Looking north from near Route 6 (SM-908_20060404_02)
2 of 14



Mile 0.25, looking NW from road up gravel drive to circa-1890 house
(SM-908_20060404_03) 3 of 14



Mile 0.25, looking NE down road (SM-908_20060404_04)
4 of 14



Mile 0.35, looking NE down road (SM-908_20060404_05)
5 of 14



Mile 0.42, Looking NE at Fowler Farm driveway; Washington Creek in background (SM-908_20060404_06) 6 of 14



Mile 0.42, Looking East down Fowler Farm driveway; Washington Creek in background (SM-908_20060404_07) 7 of 14



Mile 0.6, Looking north (SM-908_20060404_08)
8 of 14



Mile 0.75, Looking north (SM-908_20060404_09)
9 of 14



Mile 0.8, Looking east at fields and cluster of barns at Washington Creek Farm
(SM-908_20060404_10) 10 of 14



Mile 0.9, Looking north to sharp curve in road (SM-908_20060404_11)
11 of 14



Mile 1.2, looking East at marshy area at head of Washington Creek (SM-908_20060404_12) 12 of 14



Mile 1.25, At the head of Washington Creek looking SE (SM-908_20060404_13) 13 of 14



Mile 1.5, looking East toward Trent Hall and the Patuxent River (SM-908 20060404 14) 14 of 14